

Gully communities. It passes through the middle of the Oak Grove Community and the middle of the Ten Mile Fork Community.

Estimated costs for the preferred alternative are presented in **Table S-1** below.

Table S-1: Preliminary Cost Estimates

Alternative	Construction	Utility	Right-of-Way	Total
Alternative 2A	\$ 56,000,000	\$ 200,000	\$ 4,900,000	\$ 61,100,000
Alternative 3	\$ 24,000,000	\$ 2,000,000	\$ 4,800,000	\$ 30,800,000
Alternative 4D	\$ 101,000,000	\$ 2,500,000	\$ 9,400,000	\$ 112,900,000
Total	\$ 181,000,000	\$ 4,700,000	\$ 19,100,000	\$ 204,800,000

S.6 Summary of Environmental Impacts

The following is a summary of the primary environmental consequences associated with the preferred Alternatives discussed in this SFEIS. **Table S-2** at the end of this summary provides impact information for the Preferred Alternative in tabular form. Impact categories are presented in the same order as topics discussed in Chapter 4 of this SFEIS.

Relocations

For the Preferred Alternative (2A-3-4D), there would be 46 residential displacements. Searches for rental and for-sale properties listed in the area in 2011 showed that ample replacement housing existed in the study area; a number of new residential developments are also planned and have been recently constructed in the vicinity. Last resort housing will be considered and administered in accordance with federal and state laws, as applicable.

Community Features & Cohesion

No churches, schools, libraries, community centers, police / fire stations, or other public facilities would be directly impacted by the Preferred Alternative. Alternative 2A (Preferred) would require the relocation of at least one small cemetery along Fourth Street / White Oak River Road (SR 1116). Additional unmarked cemeteries could also be encountered. Maysville Elementary School, up to four churches, and several homes lie near the proposed alignment and could experience increased proximity impacts (e.g. noise and visual), particularly during construction.

No public parks will be impacted. Because the project is entirely state-funded, Section 4(f) does not apply. Alternatives 2A and 3 would impact portions of the Croatan National Forest along existing US 17 north of Maysville.

The presence of a new transportation facility can have both positive and negative impacts on the cohesion of a community or neighborhood. In general, positive effects can include shorter travel